5/3/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 46 No. 18 | INTELLIGENCE | Page 137

DOT DECISION on what it will do in response to higher landing fees enacted by the Massachusetts Port Authority at Boston Logan will apparently not come until the eve of implementation of those new fees. FAA Administrator Allan McArtor told the NATA convention last week DOT "has set a target day of July 1" to address the Massport issue, the same date the higher landing fees are scheduled to go into effect. Members of Congress and the industry are urging DOT to act sooner (see related article on Page 140).

AIR TAXI OPERATORS can anticipate increased attention from FAA safety inspectors later this year. McArtor noted FAA's ongoing inspections of Eastern and Continental and the commuter/regional industry and said, "in the not too distant future, we'll be focusing special attention on the air taxis." McArtor said he wants FAA to develop a "self-audit and reporting capability" for use by operators to help them identify and correct problems before FAA enforcement action is required.

REMOVING CONGRESSIONAL OVERSIGHT of FAA, as recommended by the Aviation Safety Commission will be difficult, according to Jack Albertine, the Commission's chairman, but "it is the right thing to do, and occasionally, when there is truth and justice on your side you can get something done." Speaking at the Aero Club of Washington last week, Albertine said congressional oversight is not needed because FAA is "a technical agency that does not need political interference or Office of Management and Budget jurisdiction."

AMR OUTBIDS COMPETITION FOR COMBS GATES CHAIN

AMR Services signed an agreement April 23 with Integrated Acquisition and Learjet Corp. to acquire the Combs Gates chain of fixed-base operations. The purchase, which is expected to close by June 30, according to AMR Services President Richard Janisse, ends months of speculation about who would acquire the highly-acclaimed chain that has bases at Denver Stapleton and Centennial; Indianapolis, Ind.; Fort Lauderdale, Fla.; Hartford, Conn.; and Palm Springs, Calif. Several groups had attempted to buy the chain from The Gates Corp. before Integrated gained control of Learjet and Combs Gates in the fall of 1987 (BA, Oct. 26/130). Janisse had said a year earlier following the purchase of Northern Air Services that AMR planned to establish a network of fixed-base operators nationwide. AMR ultimately reached agreement to obtain Combs Gates after a final competition with four other bidders (BA, April 11/114).

Price to be paid by AMR was not disclosed and Janisse said he was prohibited from discussing the financial details. Other sources told BA that AMR will pay Integrated approximately $67-$68 million, which they said was $5-$7 million higher than the next closest bid. An initial offering memorandum distributed to prospective bidders some months ago indicated Integrated was seeking a price of about $70-$75 million, which many observers said would constitute a "premium" price in excess of 10 times Combs Gates' annual earnings.

In addition to obtaining the highly regarded FBO chain, Janisse said Combs Gates will continue to provide factory authorized service for operators of Learjet at four of the facilities—Denver, Indianapolis, Hartford, and Fort Lauderdale. He said AMR hopes Combs Gates will be authorized to pro-

(Continued on the following page)

NOW ONLINE WORLDWIDE

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FAA TO 'STREAMLINE' POLICY MAKING, OPERATIONAL DECISIONS -- Regional division managers at the Federal Aviation Administration will start reporting to associate administrators at FAA headquarters, "their functional counterparts," under a plan announced last Thursday by FAA Administrator Allan McArtor and Transportation Secretary Jim Burnley. Change is part of a series of recommendations from a task force established to come up with internal reform at FAA. Nine regional directors, renamed "administrators" will be "freed of program responsibilities," and will serve as the Administrator's representative in each of the regions and will provide a check and balance in the regions to assure the quality delivery of agency services.

McArtor said a project is being developed with the Office of Management and Budget to provide "geographically based pay incentives and recruitment and retention bonuses." He said "most companies understand the need for cost of living allowances, FAA wants that tool at our disposal." Other recommendations include a reduction in the rulemaking process, a restructuring of the Aviation Standards Office, a streamlining of the procurement process, and the creation of a special program to bring more women and minorities into key safety occupations.

Burnley said the program was in no way designed to take the place of legislation needed for fundamental reform. "We have to get the law changed on these issues...and we need Congress's help to do that. Task force has been instructed to work on a plan to implement changes within 30 days.

GAME PLAN ADS WILL NOT CARRY ANTI-AIRLINE MESSAGE -- Organizers of the General Aviation Market Expansion (GAME) Plan program agreed last week that advertisements used in the public relations campaign will not be critical of the scheduled airlines. That determination was made after Richard Janisse, president of AMR Services, expressed strong objection to some of the initial GAME Plan ads that were presented at the National Air Transportation convention last week in Santa Clara, Calif.

A number of print, radio, and television ads that had been developed as examples by the advertising firm of Eidson, Speer, and Watson, depicted airline travel as being uncomfortable, including one that depicted a packed can of sardines and carried a headline, "Man was not meant to fly like a fish." Meeting with reporters shortly after the GAME Plan session ended, Janisse said that while he was "100 percent behind the concept" of the GAME Plan, "I was not pleased with the advertisements. I don't think the way to do this (expand the GA market) is to pick a fight with the Airlines." Janisse said he told NATA President Larry Burian that "if they were going to do those ads they could count on Combs Gates and AMR Services not being there" in support of the program. AMR Services is a unit of AMR Corp., the parent company of American Airlines.

NATA board of directors agreed the GAME Plan should not be anti-airline in tone and emphasized that the ads shown last week were only a "first draft" effort that had been prepared by the agency while working on an extremely tight deadline. A number of attendees who became aware of the Janisse's objections agreed that a battle with the scheduled carriers was senseless. Observers noted that most potential candidates for the services provided are also frequent airline travelers, adding that a series of anti-airline ads could trigger anti-GA ads by the airlines. In addition, some publications that carry substantial amounts of airline advertising might be reluctant to run the GAME Plan ads for fear of losing revenue from airline customers.

Both Burian and Janisse told BA later that the matter had been resolved amicably. Burian noted that it is not necessary to disparage airline service to get across the message that charter flights can serve as an alternative, particularly for business travelers. Janisse said, based on a committment from NATA that the ads would not convey an anti-airline tone, AMR and Combs Gates will support the program, which he estimated would involve an annual contribution of about $225,000 by the FBO facilities he oversees.

USED TURBOPROP, JET TRANSACTIONS INCREASE IN FEBRUARY -- Number of retail sales filed at FAA involving used turboprops and jets increased across the board during the month of February, according to figures compiled by Aviation Data Services, of Wichita, Kan. (see charts on the back of Pages 139-142). AvData said there were 100 North American transactions filed during the month, compared to 86 last year and 71 in 1986. Outside North America, 28 retail sales were recorded, compared to 15 in 1987 and 21 in 1986. Filings of jet deliveries also increased, with those in North America totaling 93, from 59 in 1987 and 61 in 1986. Deliveries outside North America totaled 21, compared to 18 in 1987 and 12 in 1986.

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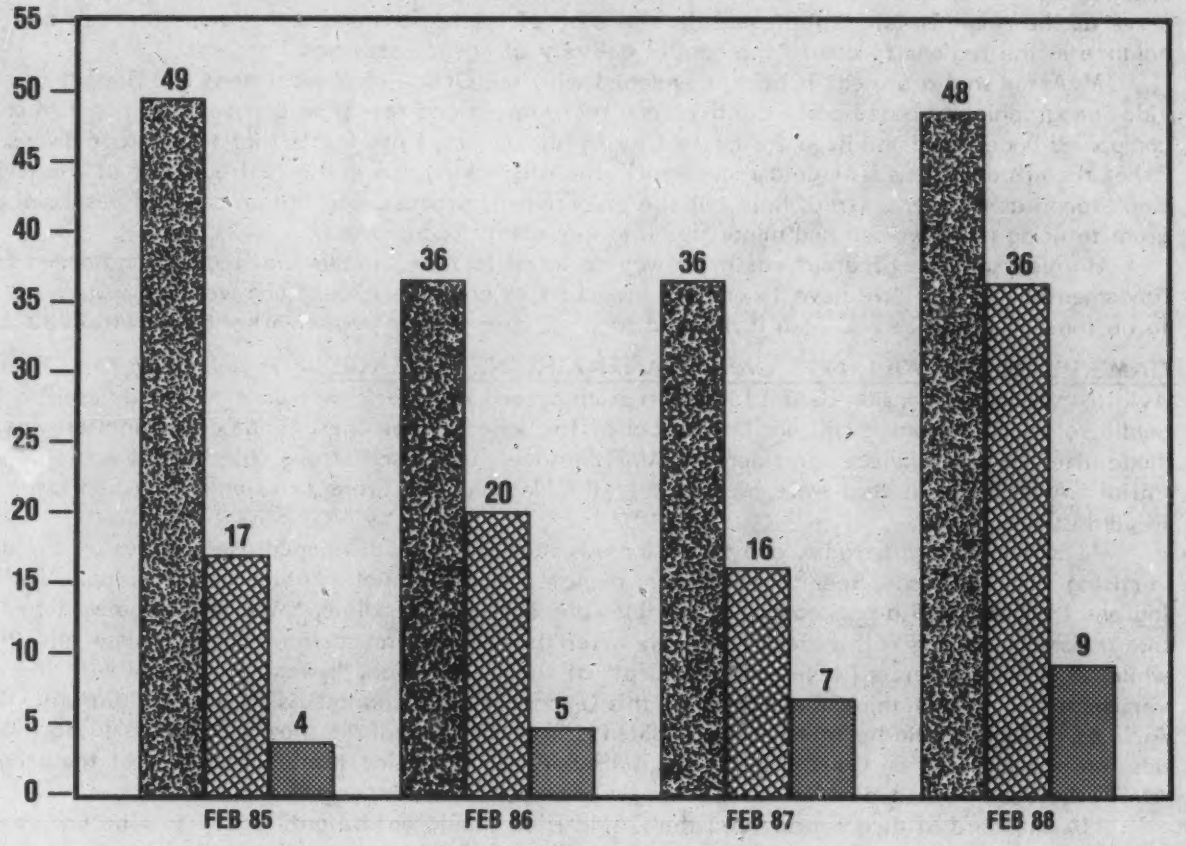
USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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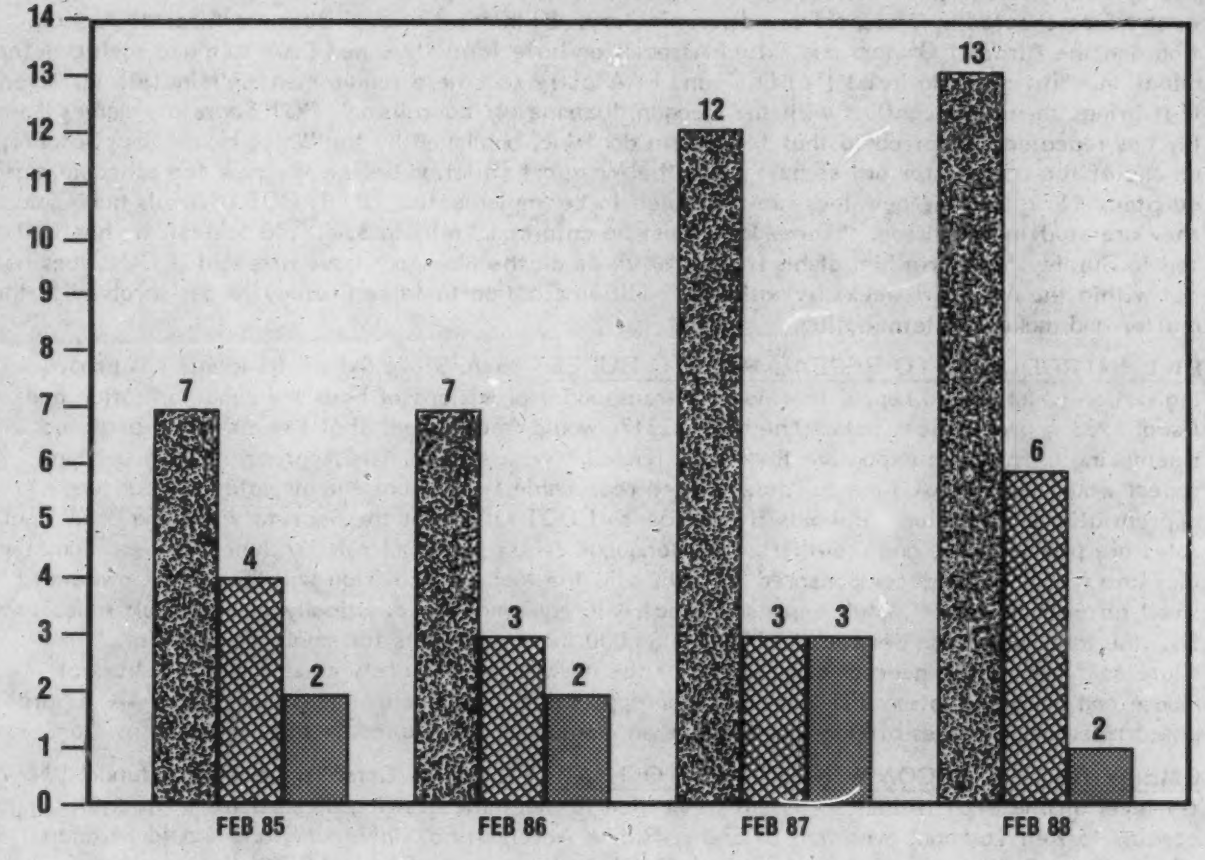
140a

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

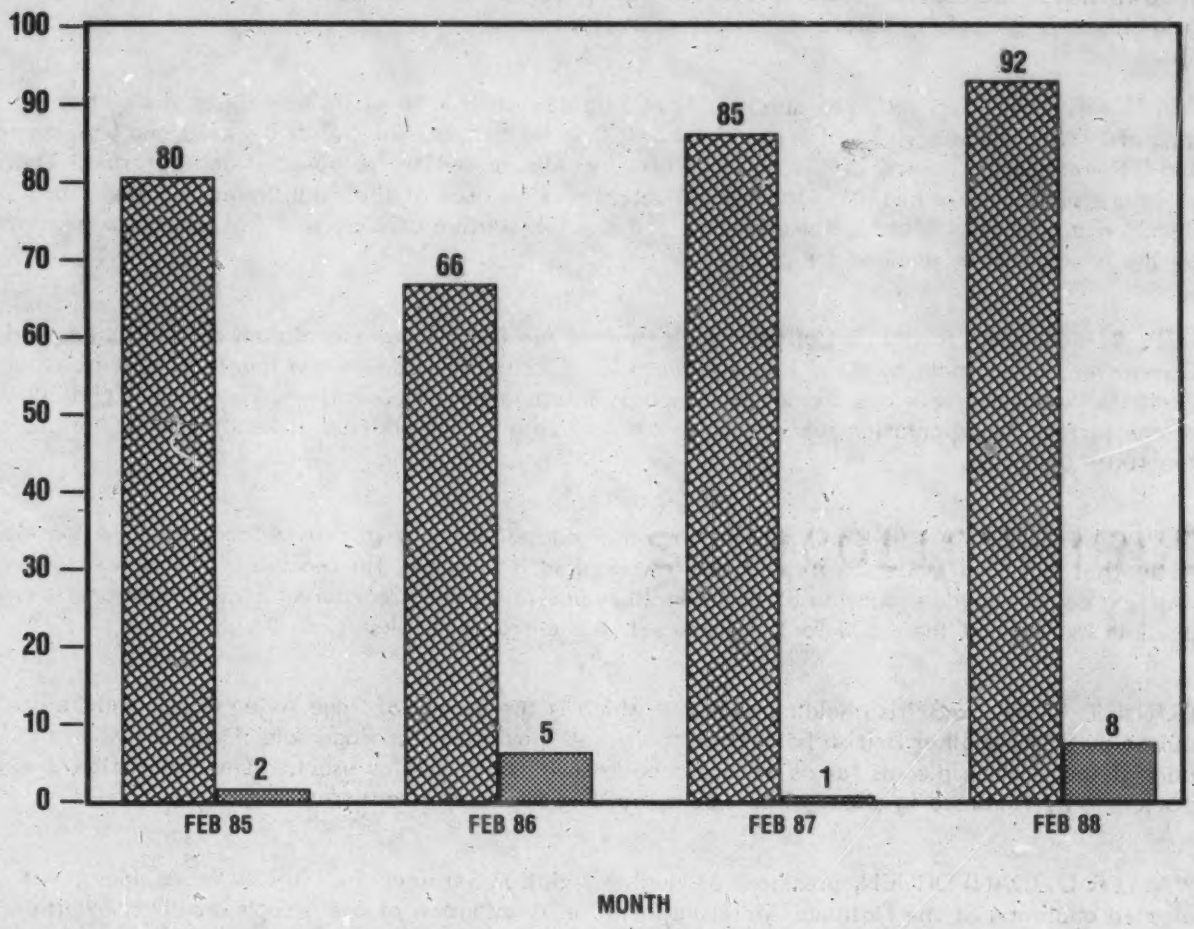
CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 88

141a

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

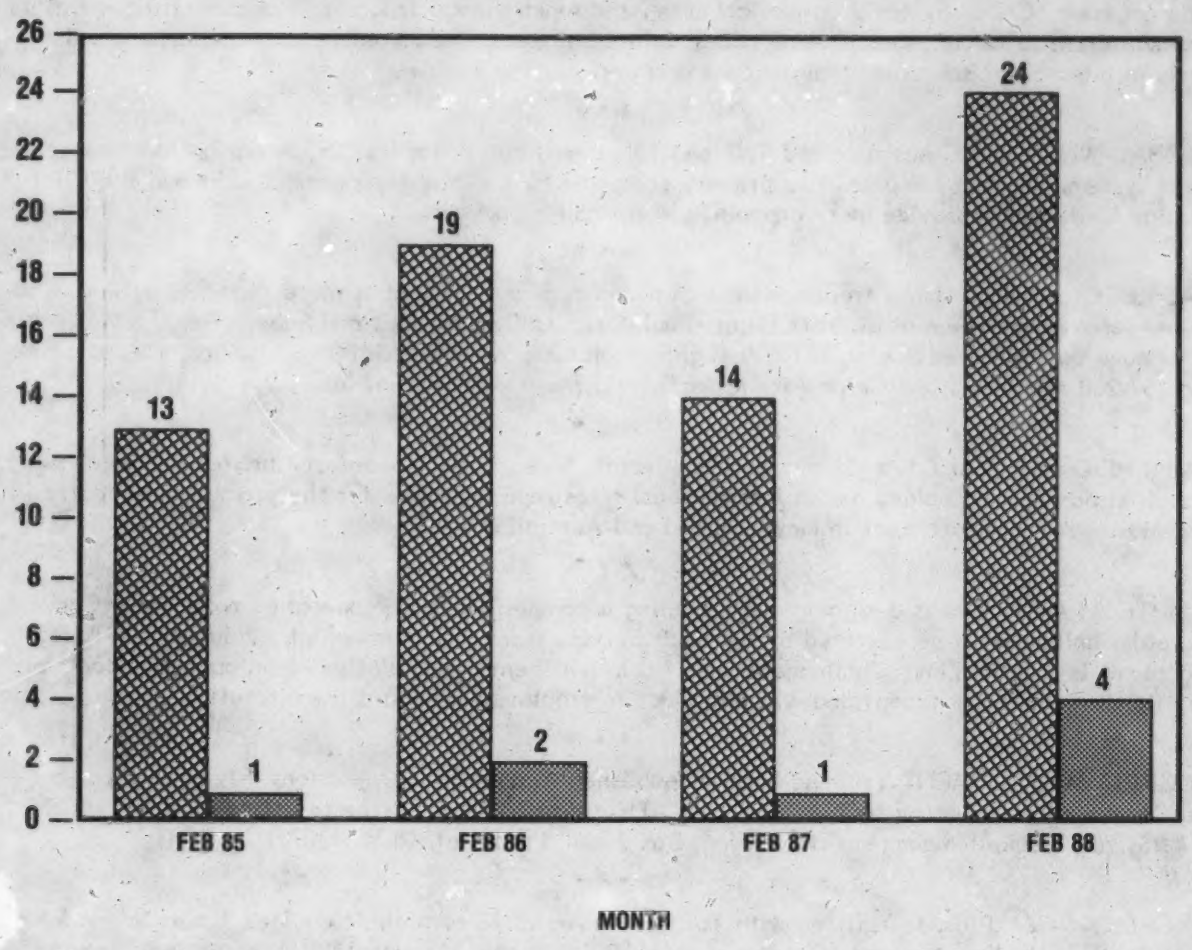
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 1988

142a

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 1988

STATUS OF AIRPORT & AIRWAY TRUST FUND

FEBRUARY 29, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,729,533,072.93	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,290,000.00	30,078,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	2,684,000.00
2. Non-commercial 9 cents tax	1,898,000.00	9,487,000.00
3. Non-commercial 3 cents tax	632,000.00	3,598,000.00
4. Transp by air,seats,berths,etc.	233,654,000.00	1,153,686,000.00
Use of international trav fac	8,008,000.00	41,020,000.00
Transp of property and cargo	14,499,000.00	69,731,000.00
Total Tax Receipts	265,199,000.00	1,310,284,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	260.00
2. Any liquid fuel except gas	0.00	1,090,930.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	1,091,190.00
Net Tax Receipts	265,199,000.00	1,309,192,810.00
C. Interest on Investments	6,729,188.97	431,313,684.12
Net Receipts	271,928,188.97	1,740,506,494.12
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	344,147,916.00	344,147,916.00
2. Grants-in-aid for airports	43,513,584.18	358,174,285.62
3. Facilities & equipment	74,853,754.51	386,803,551.45
4. Research engineering & development	18,849,314.86	59,075,968.06
B. NOAA weather services	0.00	7,072,750.00
C. Interest on Refund of Taxes	0.00	62,230.00
Total Expenditures	481,364,569.55	1,155,336,701.13
IV. BALANCE - END OF PERIOD	10,520,096,692.35	10,520,096,692.35

ASSETS :		
Undisbursed Balances:	$	
Airport & Airway Trust Fund	1,384.49	
Operations	-1,625.59	
Grants-in-aid for Airports	-5,210,691.92	
Facilities & Equipment	41,894,770.85	
Research Engineering & Development	4,174,854.52	
NOAA weather services	0.00	
		$ 40,858,692.35
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,479,238,000.00	
		10,479,238,000.00
Total Assets		10,520,096,692.35
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,520,096,692.35
Total Liabilities and Equity		10,520,096,692.35

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Pages: 161, 162a, 163a, 164,

164a, 167a

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THE WEEKLY OF
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MASSPORT OFFICIALS Friday said they will reject DOT Secretary James Burnley's request to delay implementation of the PACE Plan at Boston Logan. While acknowledging that the federal district judge presiding over lawsuits filed by PACE Plan opponents could order Massport to delay its planned July 1 implementation date, Massport officials said they don't plan to abide by Burnley's request. "We are confident the plan will survive any legislative challenge or administrative review," said Thomas Champion, assistant to Massport Executive Director David Davis. "DOT has every right to conduct an investigation, but we feel Boston travelers deserve the immediate benefits of the PACE Plan."

REP. JAMES OBERSTAR (D-Minn.) last week introduced H.R.4650, a bill to "restore independent status to the FAA." Oberstar's bill would restructure the agency into Eastern, Central and Western Regions and would give the FAA Administrator authority to establish separate pay rate and grade systems for FAA employes. Sen. Wendell Ford (D-Ky.) is expected to complete redrafting his FAA independence bill, S.1600, this month and a markup by the Senate Commerce Committee could be held in mid-June.

AVERAGE PRICE of each new aircraft delivered by U.S. general aviation manufacturers this year will be $1.8 million, nearly 50 percent higher than the per-unit average for 1987 deliveries, according to a research report by Drexel Burnham Lambert. As recently as 1982 the average price for new GA aircraft was under $500,000, but sharply reduced shipments of small aircraft and relatively stable production of top-of-the-line business jets has boosted the average price (see related article on Page 162).

DOT SECRETARY ORDERS INVESTIGATION, REQUESTS DEFERRAL OF PACE

Transportation Secretary James Burnley has initiated a six-month investigation into revised landing fees planned for Boston Logan Airport and has requested a deferral of those fees set by the Massachusetts Port Authority's PACE program until the investigation's completion. Scheduled implementation date of the PACE Plan is July 1.

In a letter to David Davis, executive director of Massport, Burnley said that based on an initial review of complaints concerning the landing fee structure, DOT has "determined that reasonable grounds exist to investigate whether Massport's action violates various sections of the Federal Aviation Act and the Airport and Airway Improvement Act of 1982...I am writing to request that Massport defer the effective date of these new fees to allow the Department to formally review and consider the allegations that have been made." DOT has received complaints from the National Business Aircraft Association, the Aircraft Owners and Pilots Association, and the Regional Airline Association.

Earlier this month, Burnley said he had assumed "direct responsibility" for review of all complaints filed against PACE (BA, May 9/146). In the letter to Davis, Burnley said he has requested a written report be issued by Nov. 15, and has directed DOT's Office of Aviation Proceedings and Enforcement to participate in the investigation.

General aviation groups expressed enthusiasm for Burnley's request for the investigation. Ed Stimpson, president of the General Aviation Manufacturer's Association, said while it has "taken him (Burnley) a while to get into it, I applaud his reasonable request of Massport." National Business Air-

(Continued on the following page)

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1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-10	SA-226T	Aircraft rolled inverted on liftoff	N800AW	MI	Corp	3	D
01-16	BE-90C	Landing gear collapsed landing	N7257P	KS	Comm	-	S
01-18	PA-31T	Hit trees, house during inst.app.	N200RS	AL	Bus	-	D
01-20	MU-2B	Acft. pitched & rolled after takeoff	N349MA	NJ	Comm	-	N
02-11	CE-425	Crashed executing missed app. IMC	N6771Y	FL	Bus	1	D
02-12	MU-2B	Structural damage due turbulence	N339MA	PA	Comm	-	S
02-16	CE-441	Near miss during IFR approach in IMC	N1WB	CO	Bus	-	N
02-18	PA-31T	Decompression at FL270. Window failed	N2645Z	CO	Comm	-	M
03-07	PA-31T	Near miss during controlled climbout	N484SC	IL	Corp	-	N
03-15	G-159	Hyd.sys.malf.Steering/brake loss ldg.	N750BR	Swiss	Corp	-	S
03-28	CE-425	Gear door separation during cruise	N74JW	NC	Pers	-	S

1988 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-08	L-36A	Collided with terrain during approach	N79SF	LA	Comm	2	D
01-17	HS-125	Descent below glide path ILS app.IMC	NXA-KUT	TX	Comm	1	D
01-21	DA-10	Overshot ldg. following inflt. emerg.	N79PB	TX	Corp	-	S
02-01	DA-20	Struck deer landing, nose gear coll.	N287W	WV	Bus	-	S
02-19	L-1329	Landed long, overshot 6900 ft. rwy.	N90KR	MI	Corp	-	M
02-24	L-24	Power loss both engs. app. training	PT-KKV	Brazil	Comm	2	D
02-28	L-25B	Bird strike at V2, abort, overshoot	N800DR	-	Corp	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-05	S-76A	Main rtr blades hit helipad takeoff	N -	OH	EMS	-	M
01-14	B-206	Passenger struck by tail rotor	N3NJ	NJ	Police	-	M
01-21	SA-341G	Attempted VMC in deteriorating wx.	N61DR	AZ	Pers	-	S
01-20	SA-350	Crashed while repositioning on pad	N26TM	UT	EMS	-	D
01-20	AS-355F	Lded.hard during run on ldg. Training	N5800F	TX	Comm	-	S
01-24	H-500	Lded.short, practice autorotation	N8366F	CA	Comm	-	S
01-28	B-204B	Crash landing following power loss	N8154F	AL	Comm	-	D
02-16	B-206B	Wire strike during photo flight	N21197	OH	Comm	-	S
02-16	H-500	Tail rotor failure.Crash landing	N5093Y	MD	Comm	-	D
02-18	B-206A	Power loss hover. Hard landing	N7981J	OR	Comm	-	S
03-10	B-206B	Crashed during engine run up	N13Q	IL	Comm	-	S
03-17	B-206L	Uncontrolled descent into the ground	N5759H	IL	Comm	-	D
03-17	B-206B	Acft. slid off helo pad landing	N2995W	HI	Comm	-	S
03-18	B-206L	Crash landed on road. VMC in IMC	N5759H	IL	Comm	-	S
03-19	S-76A	While hovering,seagull hit windscreen	N2215C	NY	Corp	-	M
03-24	B-206B	Acft. rolled over following hard ldg.	N352BT	MA	Pers	-	S
03-24	S-76A	Passenger struck by main rotor	N1547N	LA	Comm	-	N
03-29	B-206L	Hard ldg. Practice auto rotation. Tr	N114FH	PA	Pers	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

SEVEN BUSINESS JET ACCIDENTS/INCIDENTS REPORTED DURING QUARTER -- Seven accidents or incidents involving business jet aircraft were reported during the first quarter of 1988, according to information compiled by Robert E. Breiling Associates. A brief description of the most recent business jet accidents/incidents, along with information on mishaps involving business turboprops, helicopters and aircraft used by regional/commuter operators, is shown in charts on the back of Pages 162-164. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for nearly 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation operations. These include Business Jet Accident Analysis for Corporate Aviation, Annual Turbine Aircraft Accident Review, Business Turboprop Accident Analysis, and Twin Turbine Helicopter Accident Analysis. For more information, contact the company at: 6020 N. Federal Highway, Suite 4, Boca Raton, Fla., 33487; telephone (407) 997-2580.

DENVER TO BEGIN PURCHASING LAND FOR AIRPORT SITE -- City of Denver, following the Adams County referendum last Tuesday allowing annexation of county land by Denver, planned to make a formal offer for the first 15- to 20-square-mile section of the new airport site late last week and anticipates acquisition of that and another similarly sized plot by the end of the summer. James Spensley, manager of the New Airport Office said purchase of the entire 51.5 square miles required for the airport project is expected by spring of next year. Adams County vote to allow the annexation was 56 percent to 44 percent in favor of the proposal.

Denver is holding public hearings June 6-8 on the new airport's environmental assessment (EA), which was released in late April. FAA should complete review of the EA by the end of July to allow for work to begin on the draft environmental impact statement (EIS), Spensley said. Preparation of the EIS will be facilitated by the fact that the EA, which was completed in time to allow for public review before the annexation vote, is as detailed as a draft EIS, he said. Assessment projects that, because of the amount of land being purchased for the project, 559 residents will be within the airport's 65 decibel average day-night (LDN) contour by completion of Phase I in 1995, compared with the 14,666 residents currently within Stapleton's 65 LDN countour. Airport also is expected to have a direct employment impact of 25,200 jobs by 1995 and 41,100 by 2020, EA said. Denver Mayor Frederico Pena also has emphasized that the EA predicts the new airport site will increase dispersion of air pollution in the Denver region.

Other initiatives underway are preparation of master plan documents and the letting of design standards contracts. City also is working to complete financing of the airport, including pursuing a letter of intent from FAA for a multi-year funding commitment to the new airport. Pena last month told the House transportation appropriations subcommittee that Denver needed a federal contribution of $100 million a year over a five-year period to help build the airport, saying that Congress and FAA must demonstrate their commitment to building new airports. New airport will substantially reduce delays, Pena said, citing an FAA estimate that by 1996, Denver Stapleton would lead the nation in delays with 173,000 annually.

NAVY TESTING HONEYCOMB, COMPOSITE AIRCRAFT DAMAGE DETECTOR -- A low cost, lightweight device for field inspection of impact damage and resulting flaws in aluminum honeycomb sandwich and laminated composite materials used in aircraft is being tested by Naval Air Development Center. The device, called the Shadow Moire Out-of-Plane Interferometeric (SMOOPI) damage detector, has been demonstrated at Naval Air Systems Command and field evaluations are planned at naval depots on the F-14, AV-8B and F-18.

The detector consists of a battery power source, a four-inch by five-inch moire screen and a pistol grip. It is capable of detecting surface anomalies of .0001 inch, NADC said. It was developed by Arthur Scotese, Dr. S.L. Huang and Armando Gaetano of the Aero Structures Division of NADC's Air Vehicle and Crew Systems Technology Department.

SMOOPI works on the interference fringes created by the superposition of a master grid and a specimen grid, the shadow moire technique, Scotese said. These shadows are distorted by the out-of-plane elevation or depth of the surface. When viewed with SMOOPI, moire fringes are created which represent the topology of the specimen's surface and a damaged area can be quickly identified. Ultrasonics can then be used at selected points to further define the nature of the damage.

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1988 COMMUTER AIR CARRIER ACCIDENTS/INCIDENTS

DATE	MODEL	CARRIER	DESCRIPTION	STATE	FTL	DAM *
88-01-18	ATR-42	Simmons Air	Fire warning enroute. Shut down, landed no further incident	IA	-	D
01-19	SA-227	Trans Colorado	Crashed during instrument approach in IMC	CO	7+2	D
01-20	SA-227	Trans Colorado	Collided with deer during takeoff at 80 kts. TO aborted	TX	-	N
01-26	BE-1900	Business Express	Emerg. ldg. following control malf. Rag found binding control	PA	-	N
01-29	SA-227	Wings West	Lost engine power during landing touchdown in turbulence	CA	-	N
02-02	SAAB-340	Express Airlines	Uncontained engine failure during prop reverse landing	TN	-	S
02-04	BE-99	Bar Harbour	Near mid air with CE-172 during landing at Orlando Intl. Apt.	FL	-	N
02-09	BAE-3101	Jetstream Int'l.	Aircraft crashed during practice instrument approach	OH	0+3	D
02-16	CE-441	Rocky Mountain	Near miss due ATC operational error	CO	-	N
02-19	SA-227	Air Virginia	Crashed into lake following TO in IMC. 100 ft.obs. vis. 0.13mi.	NC	10+2	D
02-19	BAE-146	Air Wisconsin	Near miss with NWA 747 departing O'Hare	IL	-	N
02-26	BE-1900	Brockway Air	Hit U.S. Air aircraft during taxi	NY	-	S
03-03	HS-748	Air BVI	Damaged by jet blast from AA 727 while awaiting departure	VI	-	S
03-25	BAE-3101	Chaparral	Engine failure in flight. Prop would not feather. Emerg ldg.	TX	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

STATUS OF AIRPORT & AIRWAY TRUST FUND

MARCH 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,520,096,692.35	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,438,000.00	36,516,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,909,000.00
2. Non-commercial 9 cents tax	4,337,000.00	13,824,000.00
3. Non-commercial 3 cents tax	1,334,000.00	4,932,000.00
4. Transp by air,seats,berths,etc.	202,382,000.00	1,356,068,000.00
Use of international trav fac	4,314,000.00	45,334,000.00
Transp of property and cargo	10,938,000.00	80,669,000.00
Total Tax Receipts	229,968,000.00	1,540,252,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	-1,910.00	-2,170.00
2. Any liquid fuel except gas	-1,116,330.00	-2,207,260.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	-1,118,240.00	-2,209,430.00
Net Tax Receipts	228,849,760.00	1,538,042,570.00
C. Interest on Investments	5,281,808.30	436,595,492.42
Net Receipts	234,131,568.30	1,974,638,062.42
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,584.00	412,977,500.00
2. Grants-in-aid for airports	54,459,778.48	412,634,064.10
3. Facilities & equipment	100,610,036.03	487,413,587.48
4. Research engineering & development	18,149,553.21	77,225,521.27
B. NOAA weather services	7,072,750.00	14,145,500.00
C. Interest on Refund of Taxes	2,260.00	64,490.00
Total Expenditures	249,123,961.72	1,404,460,662.85
IV. BALANCE - END OF PERIOD	10,505,104,298.93	10,505,104,298.93

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,358.79	1/
Operations	-1,625.59	
Grants-in-aid for Airports	-4,670,470.40	
Facilities & Equipment	30,328,734.82	
Research Engineering & Development	925,301.31	
NOAA weather services	0.00	
		$ 26,583,298.93
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1988	$ 10,478,521,000.00	
		10,478,521,000.00
Total Assets		10,505,104,298.93
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,505,104,298.93
Total Liabilities and Equity		10,505,104,298.93